

from
Box 573
The Pas Man.

14th ANNUAL
Northern Manitoba
TRAPPERS' FESTIVAL



THE PAS, MANITOBA
FEBRUARY 22, 23, 24, 1961

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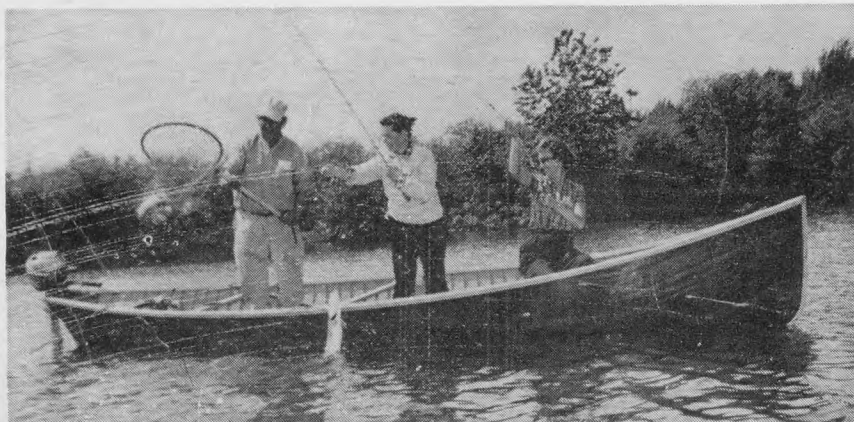
Department of Industry and Commerce

Travel & Publicity Branch

Hon. Gurney Evans
Minister

W. E. Organ
Director

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Deputy Minister



General Chairman's Message



I am pleased to again have the opportunity on behalf of the board of directors of the Northern Manitoba Trappers' Festival Inc. to welcome our many visitors to one of Canada's top winter festivals.

We hope that your visit will be pleasant, that you enjoy our show and participate in our many sporting events and contests.

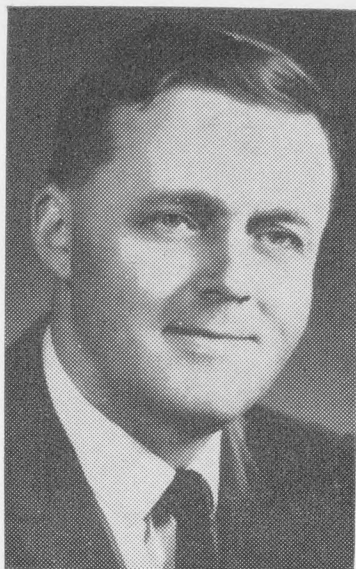
This is our fourteenth year, and as I look back over the years, there have been many changes in our program, many changes in our contests and our contestants as well as many changes among those who work on the festival but there still remains the one thought to provide good entertainment and contests that are part of our northern life and at the same time provide a break in our long winter, a break that is welcomed by all of us.

We extend our thanks to the many persons, organizations, advertisers, donors and to our beautiful queen candidates who without the assistance and untiring efforts of all, we would not be able to attain the recognition of being one of the top winter festivals in Canada.

I particularly want to thank those faithful workers and chairmen who for the last six months have worked unsparingly to bring this show the fourteenth annual Trappers' Festival to you.

May we look forward to seeing you again in February 1962, at the fifteenth Trappers' Festival.

Sincerely
WILF CUDMORE,
President and General Chairman



The real northern trapper who makes his living from a cold and sometimes unyielding land knows better than most people how to make merry and have a good time. It's my pleasure to send greetings to you northern people as you make merry at another Trappers' Festival.

John Fisher said last year that the Trappers' Festival is a family affair — a giant house party. I think he's right and can only say where else could you find such a hardy, imaginative and fun-loving family and where else such a gala, exciting and warm hearted house party.

The contestants and the organizers deserve our sincere congratulations for doing things which make life more pleasant for all who attend the festival.

On behalf of the Department of Mines and Natural Resources I am pleased to send our greetings, congratulations and best wishes for the best-ever Trappers' Festival.

C. H. WITNEY

Minister of Mines and Natural Resources



Characteristic of the tradition of the North is our Trappers' Festival which has attracted world wide attention since its initial performance fourteen years ago. It's increasing success of this annual winter event is due not only to the efforts of our festival committee but also to the encouragement from many outside supporters.

To the executive and committee members of the fourteenth Northern Manitoba Trappers' Festival I extend my congratulations and to our visitors a very hearty welcome.

HARRY L. TRAGER

Mayor

Fur Queen's Message



During the past year it has been my honor to reign as Queen of the Northern Manitoba Trappers' Festival.

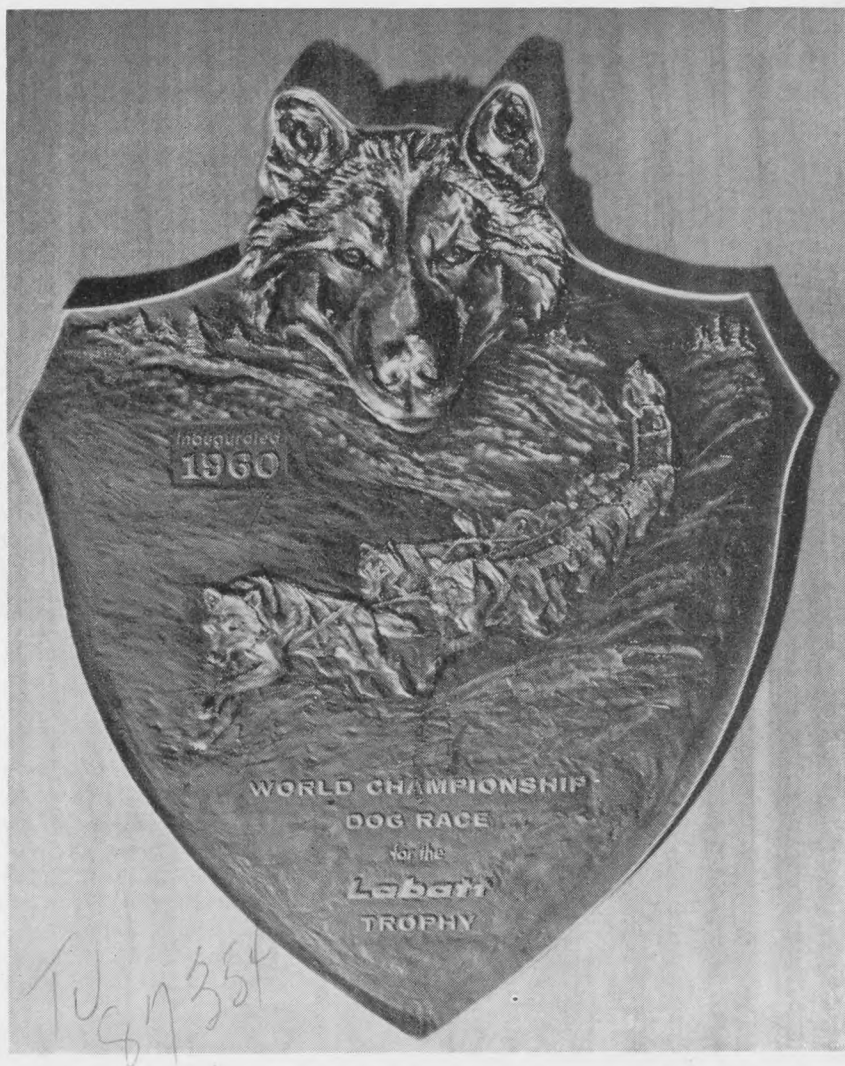
Last year upon becoming "Queen of the North" I received a beautiful Persian Lamb coat, a trip to Minneapolis, plus many other wonderful gifts. I would like to express my sincerest thanks to all those that contributed that which I have received. At this time, I would also like to take this opportunity to thank all those very kind people who worked so hard in my campaign, the success of which was due to their support and effort.

To the Trappers' Festival I extend my congratulations for making this event possible for me to gain such an honor of being your Queen. Best wishes on your fourteenth anniversary, may the Northern Manitoba Trappers' Festival, the symbol of the friendly North, be ever more successful than the other and may many more follow.

To my successor, I would like to welcome you as one of us, the privileged few, who have had the thrilling opportunity to reign as "Queen of the North."

SHERRON GORBY

Trappers' Festival Fur Queen 1960



Labatt's Trophy Presentation

Pictured here is the Labatt Trophy, up for grabs again this year to the winner of the World Championship Dog Race. The trophy was first presented last year. Labatt's Manitoba Brewery Limited commissioned Clarence Tillenius, nationally-famous wildlife artist to create the bronze plaque.



First man to receive the new trophy was last year's Dog Race Champion, Joe LeClerc of The Pas. He is seen here receiving the presentation from E. E. McManus (left) Director of Marketing for Labatt's Manitoba Brewery Limited. The winner each year is presented with miniature reproduction of the trophy.

Miss The Pas 1960 arrives in Winnipeg on a triumphal tour of southern Manitoba. On hand to greet her is Howard Larke, Public Relations Manager of Labatt's who traditionally play host, along with Community Hotels and Department of Travel and Publicity.



They're off! This year a record number of entries are expected to compete for the World Championship. The race, over a rugged 150 mile course, takes three days to complete.

Charming Sherron Gorby, Miss The Pas of 1960, who will crown this year's Festival Queen, is pictured here just after winning the title last year.

Below, start of the World's Championship Dog Race where the best drivers will line up once again this year, competing for the highest honor they can receive.



CANDIDATES FOR

FUR QUEEN



MISS THE PAS

The young lady putting on the dog is Stella Yaworski of The Pas who is the Miss The Pas candidate for the Rotary Club. She is 18 and is now a stenographer in the Public Welfare division of the Manitoba Government. She is five feet six inches and weighs 126. Her hair is brown, her eyes are brown and she enjoys curling, bowling and skating. She measures 36-23-36.



MISS THE PAS

This young lady is Florence Deminick who was born in The Pas 24 years ago and is now employed by the PFRA here as a stenographer. She was a grade eleven graduate from The Pas Collegiate. She is five feet two and one half inches tall, weighs 108, has hazel eyes and light brown hair. She is the candidate of The Pas Golf Club and measures 34-23-34.

MISS R.C.A.F. STATION CRANBERRY PORTAGE

This five foot four inch, 115 lb. Miss is Diane Keddie who is sponsored by the Recreation council at the Cranberry Portage Radar Station. Diane is 20 and is employed by Canadian Aviation Electronics at the Cranberry Station. She is a blue eyed brunette who is interested in art and badminton. She measures 34-24-35½.



MISS FLIN FLON

One of the candidates for Miss Flin Flon is Hazel Milne, 20, who is a cashier in the Co-op Store in Flin Flon. Hazel is five foot six inches, weighs 125 and measures 34-24-36. She is a brown haired blue eyed girl who was educated in Flin Flon and enjoys such sports as dancing, curling and skating. She is the candidate of the Smelter Recreation Club.

MISS THOMPSON

This INCO stenographer, Sandra Diane Third is the candidate for fur queen from Thompson, Man., sponsored by the Thompson Baseball Club. Sandra is 19, and weighs 125 lbs. has blue grey eyes and brown hair. She is 35-25-37. Sandra is a leader of the Thompson Minerettes and excels in skating, skiing and swimming.



MISS FLIN FLON

The other candidate for Miss Flin Flon is Myrna Purdy also 20 and a stenographer at the HBM & S Co. She is five feet five and one half inches tall, weight 120 and measures 34-22-35. She has dark brown hair, blue eyes and is enthusiastic about nearly all sports. This smiling Miss is a native of Flin Flon and a candidate of the Flin Flon Ski Club.



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Early Transportation . . .

The York Boats

It did not take the Hudson's Bay Company very long to discover that they required something larger and more substantial than birch bark canoes for transporting trade goods into the Northwest from Hudson Bay and so the York Boat was introduced.

The boat was, I presume, first made at York Factory of Hudson Bay — hence the name York Boat. The boats were 30 feet long, 8 feet wide, at the centre and 5 feet high and were subsequently made at quite a number of Hudson's Bay Posts. In order to stand the very hard wear to which they were subjected they had to be sturdily built. The keel was usually made of tamarac timber 6x6. The ribs were hand sawn in pairs out of the roots of large spruce trees and the hull was made of 1 inch spruce lumber, which in the early days was sawn by hand wherever the boats were being built.

The boats were manned by a twelve man crew consisting of a steersman who was in charge of the boat and crew, a bowsman and ten oarsmen.

The oars were made out of a spruce tree about six inches in diameter and were approximately 16 feet long. They had a six foot blade and were so shaped that they would be nearly balanced when the oarsman was rowing off the right side of the boat and working from the left.

The men rowed the boat, five on each side. To do this they stood up and took one step forward, dipped their oars, pulled back and sat down. All ten rowed in unison. On a hot summer's day this was back breaking work and sails were frequently used if the wind was fair. The crew would work until 10 or 11 p.m. or 14 or 15 hours per day.

The York Boats carried a freight

load of 100 pieces weighing 100 pounds each or 1,000 pound for each oarsman. This had to be carried over the portages. Each oarsman usually made five trips and took 200 pounds each trip. Once a man started over the portage with his 200 pound load he had to continue to the end. He could not take a rest en route because if he did he would be unable to load himself again. The steersman would help him put his load on his back and the bowsman would be at the other end of the portage to help him unload it.

It was quite difficult to have spirits arrive at their destination intact, the men carrying the bottles across the portages would hear the clug clug, in the bottles and would surmise that the case contained either vinegar or hard drink. The bowsman, who was supposed to help unload the man, would instead of removing the case containing the liquid, grab a large cook kettle that he had on hand for the purpose. The man portaging would then "accidentally" drop the case on a flat rock so that the corner would take the jar. The bowsman would then, quickly pick up the case, and hold it over the kettle in hopes that the case contained spirits and not vinegar.

Often the boat could be taken up the rapids if it were empty but sometimes it had to be hauled over the portage. When these boats have been in the water constantly for several weeks they get very heavy, and it was no small job for 12 men to get one of them out of the water, over a portage. In fact, they got so heavy it took a good team of horses to pull one out of the water. Rollers were frequently used to take the boat over. When the water was not too shallow, part of the load would be carried over the portage and the balance would be taken up the rapids in the boat by the men using poles and pulling on a rope.

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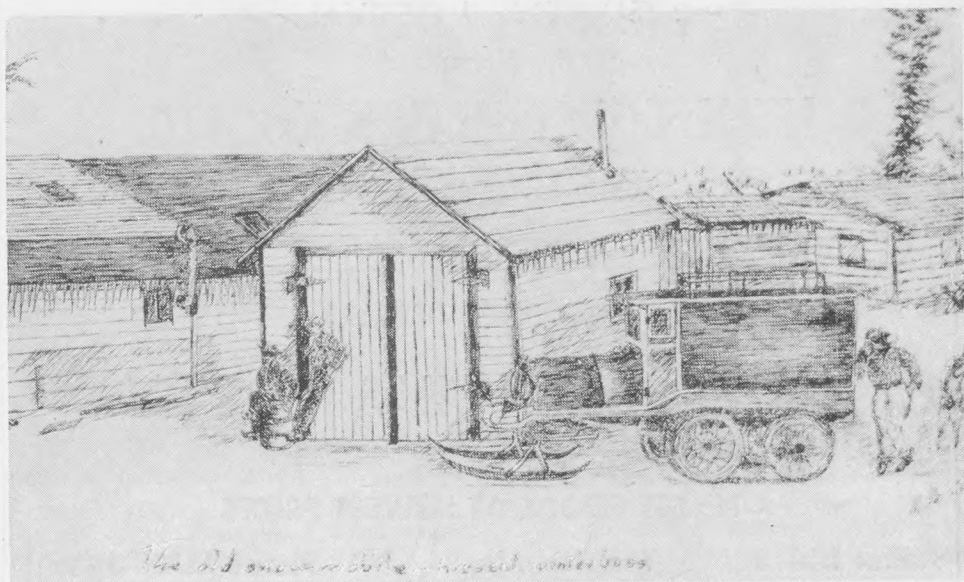
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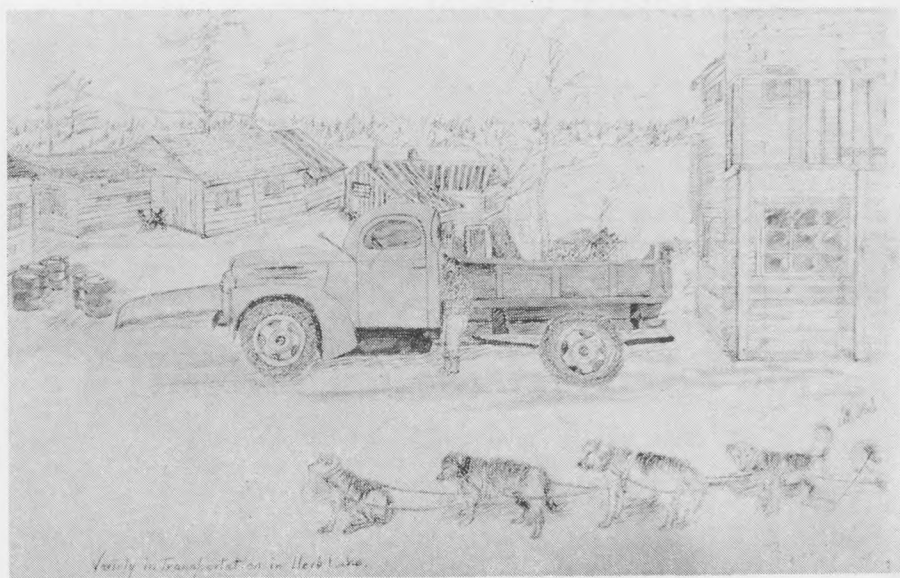


Thinking it was high time that Herb Lake — the oldest camp in Manitoba was once more on the map, I am sending a few snap shots of water colours, sketches and pen and ink sketches of Herb Lake.

Although Herb Lake is practically

deserted now every square mile from "The Portage" to Herb Lake and on up to the river is staked solid.

Many of the old timers, who were in Herb Lake in 1924 when the McCafferty, the Rex and the Bingo were in production are sitting pretty now.



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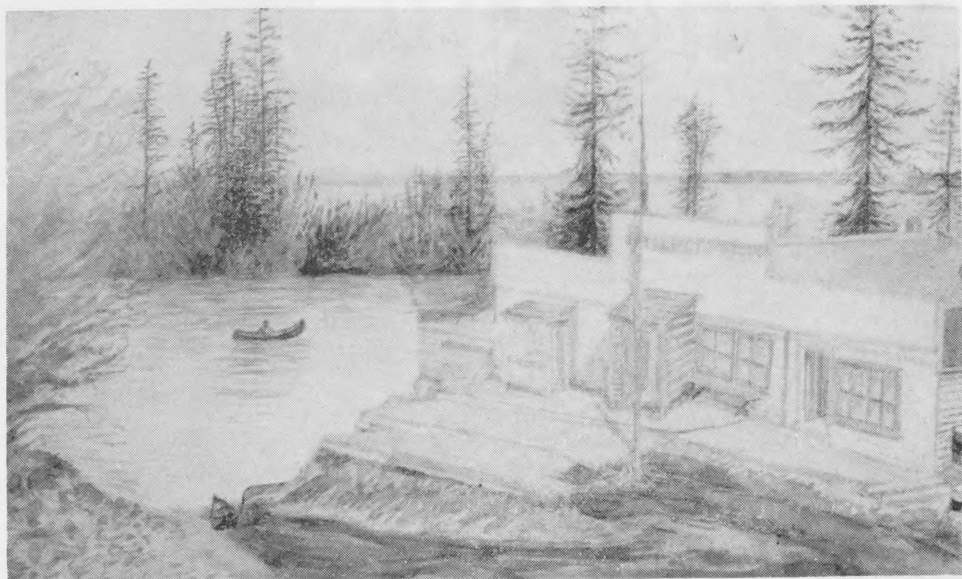
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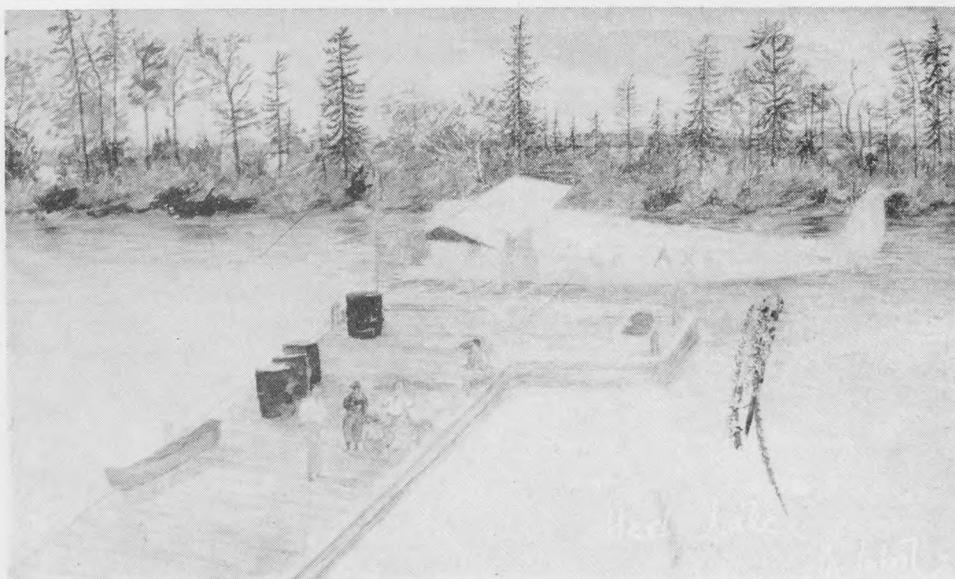
Walter Johnson, Mike Hackett, Andy Patterson, Jo Kerr Roy Leslie and are still dreaming and exploring.

By twenty eight the mines were pretty well all closed, and the boys had moved on to new fields such as Flin Flon, Red Lake, Gods Lake, Porcupine and Howe Sound.

Our local poet, Shell Rapson who immortalized some of the old timers

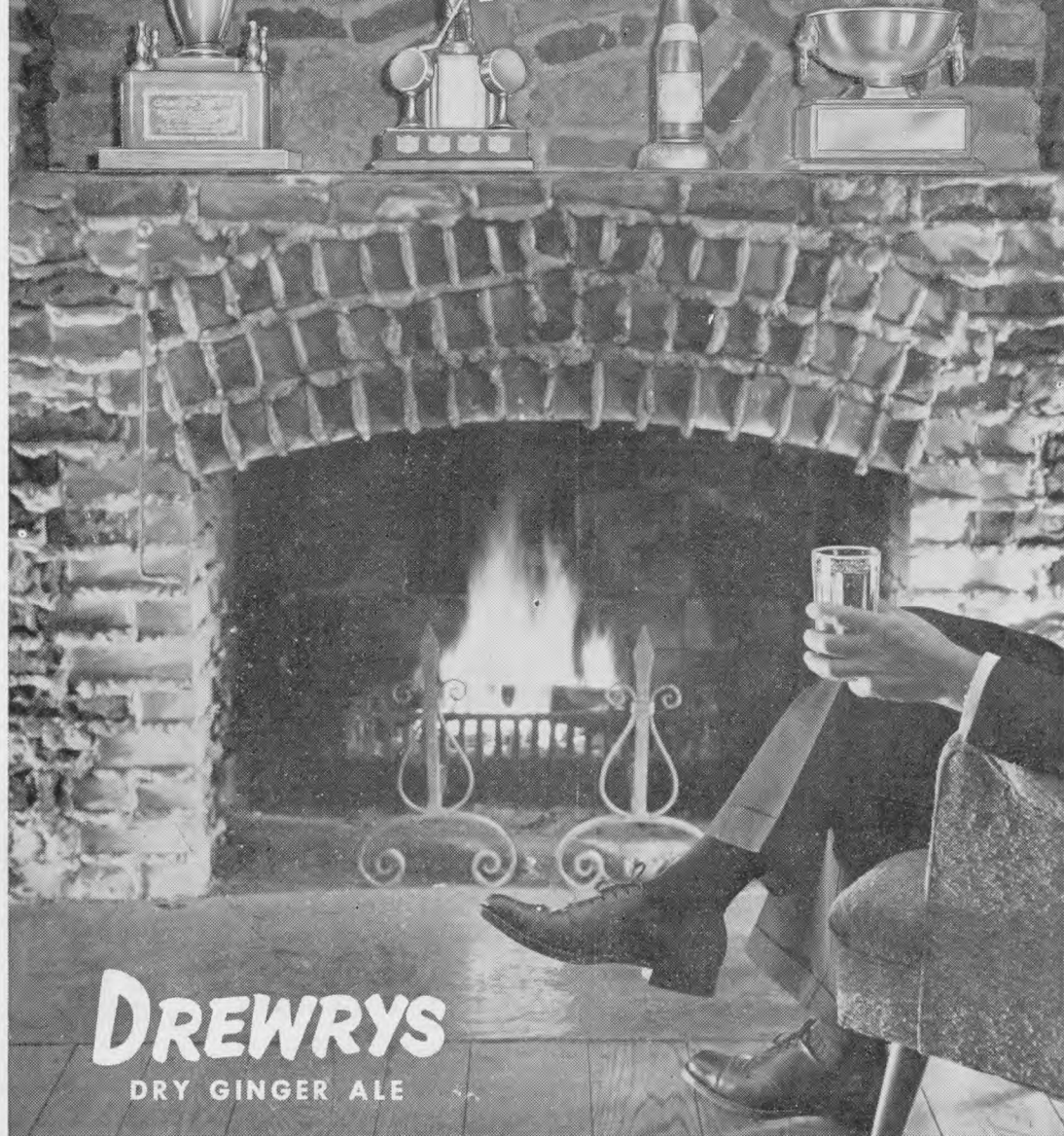
is now in Lynn Lake. In his poem "Knight Mare" Norman Stoltz rides into Benny Maxwell's beer parlour, and Benny sent out for the law. The RCMP and Judge Vickers tried the case.

We must mention sons of our famous cooks, Mrs. Jolly, Mr. Blain of the Gold centre and Andy Martin who built and named the "Bucket of Blood."



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Night Mare

The men of the North are he-men and bold
When whooping it up at the bar
But the bravest of these is a man you all know
His name is not mentioned so far.

The boys of the town were sitting around
Telling stories and drinking by gar!
When in came a rider on something snow white
And it wasn't young Lochinvar.

Napoleon he danced and rared and he pranced
When Bennie stepped out from the bar
"Now Norman sit down and don't be a clown
And have a drink that is above par."

It was quite a site to see there that night
And their laughter was heard from afar,
And what do you think; they all had a drink
To the horse in the beer parlor.

Now it wasn't the beer that made the horse rear
Nor the wise cracks from Buster Kobar
You might not believe it, but boys it's the truth
Twas the smoke from old Bube's cigar.

The old moon looked down over the town
Then he winked at the old polar star
The boys of Laguna are sure having fun
But I think they are going too far.

Napoleon he wheeled and snorted and squealed
Made straight for the young Langlois
Benny got hostile, By cracky quoth he,
I'm going to send for the law.

The king of the Mounties was sent for at once
Judge Vickers declared it a draw
It will cost you five dollars for disturbing the peace
And scaring the young Langlois.

Now Lyndy's big aim was to make himself fame
But give Norman your hand, he was the first man
To bring a horse in the beer parlor.

Spoke Shane (Shell Rapson)



COUNT ON ME . . .

"Alec" Tricity



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A The Pas Episode

From "The Search of the Western Sea"
By Lawrence J. Burpee

On the way up the Saskatchewan, the fur traders (Alexander Henry the elder Peter Bond, Joseph and Thomas Frobisher, Joseph Cadotte, October, 1775), had stopped at a Cree encampment at the mouth of the Pasquai River. The village consisted of 30 families, lodged in conical teepees of buffalo hide stretched upon poles 12 feet in length. On their arrival, the chief, Chatique, came down to the shore, attended by 30 followers, all armed with bows, arrows and spears. Chatique is described as a man of striking appearance, over six feet tall, somewhat corpulent, and as Henry Naively put it, "of a very doubtful physiognomy." He invited the traders to his tent, and it was observed that he was particularly anxious to bestow his hospitalities on those who were the owners of the goods. Henry suspected some evil design, but thought it wiser to go forward rather than to display fear. They entered the lodge accordingly, where they were almost immediately surrounded by armed warriors.

Chatique arose with the gravity of his race. He was glad, he said, to see the white men. The young men of his village, as well as himself, had been in want of many things of which he perceived the traders were possessed in abundance. He was sure they must be well aware of his power to prevent their going further; that if they passed now, he could in any event put them to death on their return; and under all circumstances, he expected them to be exceedingly liberal in their presence. He added, to avoid any misunderstanding, that the presents must consist of three casks of gun powder, 4 bags of shot and ball, two bales of tobacco, three kegs of rum, and 3 guns, together with knives, flints, and some smaller articles. He went on to say that he had met white men before, and that they promised more than they performed; that with the number of men he had, he could take the whole trader's property without their consent, and that therefore, his demands ought to be regarded as very reasonable. He was, he said, a peaceable man, and one of moderate views. He

also preferred to avoid quarrels. Finally he told the traders that they must agree to his terms before they quitted their places.

With Henry in the lodge were the two Frobishers, Peter Bond, a trader named Cadotte, and one or two others. They were hopelessly outnumbered and there was CHB.gdrmyTdaf!;(.... there was nothing for it but to comply with Chatique's demands. As soon as the Indians had been assured that the "presents" would be forthcoming the ceremonial pipe was produced and handed around. The omission of this ceremony when the traders first entered the lodge had indeed, as Henry observes, being sufficient proof that Chatique's intentions were not friendly, for according to the Indian code of honour nothing would be more unforgivable than treachery to a guest who had smoked the pipe of peace.

Having handed over the tribute demanded by Chatique the traders departed. They had made but two miles, however, when they saw a canoe rapidly approaching from the village. It proved to be the insatiable Chatique. Pushing his canoe in the midst of the trader's fleet, he boarded one of the canoes, spear in hand, and demanded another keg of rum, threatening to put to death the first that opposed him. "We saw," said Henry, "that the only alternative was to kill this daring robber, or submit to his exaction. The former part would have been attended with very mischievous consequences, and we therefore curbed our indignation, and chose the latter." On receiving the rum Chatique saluted them with the Indian cry, derisive enough as one may imagine, and departed.

On the face of it, it seems monstrous that a party of white men should tamely submit to such an outrageous piece of extortion. It must not, however, be forgotten that the traders were but a handful of men in the midst of thousands of Indians, who only tolerated them for the sake of their tempting commodities. Had they killed a prominent chief like Chatique, it is doubtful whether any of their number would have gotten out of the country alive.

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From The

Dog racing is a great head sport, when three dogs are off in Canada. The Hudson's Bay race, March 16th and 17th, St. Paul race is in Feb-ruary, the only month when dogs can be pulled off.

The Hudson's Bay race is a non-stop race from the wilderness and back to the wilderness, and was born in 1915, and was won from The Pas to Sturgeon and return, a distance of only 150 miles. The time was 18 and 18 minutes, won by Albert Campbell. The second derby was held in March and Bap-tiste Campbell, a member of Albert's won it in 18 hours and 20 minutes. There were nine entries in each race.

The Winnipeg-St. Paul race was created in 1917. It is about 500 miles. Albert Campbell won that race in something like 10 days, which stamps this event as more of a trip than a race. The racers all found difficulty in getting through the towns and villages en route, and their dogs, accustomed to the wild northern conditions, were played out before they got very far on the course, owing to the cheering crowds and interference from traffic and other conditions. This race is more suited for the domestic dog than for the northern Huskie. However, the promoters propose to run it again, and it is certain that The Pas teams will enter again.

The Porcupine race is a short distance affair of 20 miles, and there is some talk of increasing it. The sleigh dog of Northern Ontario is rated as a good animal, and this race ought to have considerable interest for everybody in Porcupine.

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Musher's Day

Wednesday, February 22

TUESDAY, FEBRUARY 21st
7:00 p.m. MUSHERS BANQUET, Legion Hall, and briefing of Dog Mushers.

9:30 a.m. OPENING CEREMONIES, Exhibition Grounds, introduction of Queen Candidates, welcome to The Pas by Mayor Harry Trager.

10:00 a.m. START OF WORLD CHAMPIONSHIP DOG RACE, 1st lap, Exhibition Grounds. 50 miles. Prizes, Labatt Trophy & \$1,000, 2nd \$700., 3rd \$400., 4th \$200., 5th \$100., 6th \$75., 7th \$50., and 8th \$25.

10:30 a.m. MOTORIZED TOBOGGAN RACES. Sponsored by H. C. Paul Co, Winnipeg. \$50. cash and merchandise.

11:00 a.m. MEN'S TEAM BARREL ROLLING CONTEST, Sponsored by Canadian Kodiak Refineries Ltd. 2-1st prize \$15.00 and 2-2nd \$10.

11:45 a.m. STREET DANCING. Corner Edwards Ave. and Third St. Sponsored by Kobar Hardware and Arctic Auto Wrecking. \$8.00.

1:00 p.m. LADIES DOG RACE, Exhibition Grounds. Sponsored by Leslie & McLean Enterprizes Ltd. \$25. \$15. \$10.

1:15 p.m. MEN'S LIGHT PACK FOOT RACE. sponsored by Carroll Motors Ltd. 1st prize \$15. 2nd prize \$10.

1:30 p.m. MEN'S PURITY FLOUR PACKING CONTEST, sponsored by Maple Leaf Purity Mills Ltd. 1st prize all the flour a man can carry 10 feet. 2nd prize the remainder of the donated flour.

1:45 p.m. MEN'S CANOE PACKING CONTEST, sponsored by Atkin's & Son Boat Co. 1st prize \$15. 2nd prize \$10.

2:00 MEN'S JOUSTING. Sponsored by Smith's Grocery. 1st \$15., 2nd \$10.

2:00 p.m. ESTIMATED RETURN OF WORLD CHAMPIONSHIP DOG RACE

2:15 p.m. LOG LIFTING CONTEST. Sponsored by Carnegie Service 1st \$10., 2nd \$5..

2:30 p.m. LOG THROWING CONTEST Sponsored by E .C. Dawley and Co., Prince Albert. 1st \$15., 2nd \$10., 3rd \$5.

3:30 p.m. MEN'S ICE FISHING. Sask River foot of Fisher Ave. Sponsored by Carroll Motors. 1st \$15., 2nd \$10.

LADIES ICE FISHING, Sponsored by Geo. Weston Ltd., Winnipeg. Two hamperers of biscuits and candy.

4:00 p.m. INDIAN NET SETTING. Sponsored by Park-Hannesson Ltd. Winnipeg. 1st \$15., 2nd \$10.

7:00 p.m. MOTORIZED SLEIGH RACE Exhibition Grounds.

7:30 p.m. VARIETY SHOW. Lido Theatre, featuring Hal Lonepine, Ray Little with the Ward Sisters. Admission \$1.50.

10:00 p.m. to 1:00 a.m. TEEN DANCE Elks Hall. Admission \$1.00.

10:00 p.m. to 1:00 a.m. DANCE. Ukrainian Hall. Admission \$1.00

11:00 p.m. to 3 :00 a.m. RENDEZVOUS Legion Hall. Admission \$2.00. Tickets may be secured at Festival Headquarters from 9:00 a.m. to 5:00 p.m. daily.

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Fur Queen Day

Thursday, February 23

9:00 a.m. till 10:00 p.m. ART SHOW
By Eve Dunn, Guy Hall, Art Exhibits
For Sale.

**10:00 a.m. WORLD CHAMPIONSHIP
DOG RACE**, second lap 50 miles.

**10:30 a.m. EMILE ST. GODDARD
MEMORIAL JUNIOR RACE**, 15 miles
Contestants not over 16 years of age.
Sponsored by Trappers' Festival. Prizes
\$100, \$75, \$50, \$25, \$15, \$5.

11:00 a.m. MOTORTOBOGGAN RACES
Cash and merchandise prizes.

11:15 a.m. MEN'S SACK RACE
Sponsored by Monarch Lumber Co. Ltd.
1st prize \$10.00. 2nd prize \$5.00.

**11:25 a.m. MEN'S THREE LEGGED
RACE**. Sponsored by Fishman's Mens
Wear. Prizes \$10. \$5.

**11:35 a.m. MEN'S THREE LEGGED
SNOW SHOE RACE**. Sponsored by
Profit's B.A. Service. 1st prize \$10. 2nd
prize. \$5.00.

11:45 a.m. STREET DANCING. Corner
of Edwards and Third St.. Sponsored
by Kobar's Hardware and Arctic Auto
Wrecking. \$8.00.

**1.00 p.m. CROWNING 1961 FUR
QUEEN**. In front of C.N. R. Station.

1:45 p.m. SOAP BOX DERBY. Spon-
sored by Rice's Bakery. \$15, and trophy
\$10, \$5. Exhibition Grounds.

**2:00 p.m. TEA AND FUR FASHION
SHOW**. Two showings. 2:00 p.m. and
4:00 p.m. Guy Hall.

**2:00 p.m. ESTIMATED RETURN OF
WORLD CHAMPIONSHIP DOG RACE**

**2:00 p.m. EVENTS FOR DEMBINSKY
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JUNIOR TRAP SETTING CONTEST
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JUNIOR NAIL DRIVING CONTEST
16 years and under \$3.00 \$2.00 & \$1.00

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Boys 16 years and under \$3. \$2. & \$1.

JUNIOR TEENAGE TOBOGGAN RACE
13 years and under prizes \$3. \$2. & \$1.
13 years to 16 years \$3. \$2. & 1.

JUNIOR SACK RACE
16 years and under \$3.00 \$2.00 & \$1.00
13 years and under \$3.00 \$2.00 & \$1.00

JUNIOR THREE LEGGED RACE
16 years and under \$3.00 \$2.00 & \$1.00
13 years and under \$3.00 \$2.00 & \$1.00

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1 point.

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Miner's Day

Friday, February 24

10:00 a.m. WORLD CHAMPIONSHIP DOG RACE, final lap, 50 miles.

10:30 a.m. FREIGHT RACE, Sponsored by Hudson's Bay Co., Raw Fur Department, Prizes \$100, \$75, \$50, \$35, \$15. Weight supplied by Robin Hood Flour Mills and Burn's and Company, 100 lbs. of Robin Hood Flour and 100 lbs. of Lassie Dog Food, this to go to the competing teams.

11:00 a.m. MARATHON SNOW SHOE RACE, Sponsored by Chestnut Canoe Co. Fredericton N.B. 1st one pair Objiway Snowshoes. 2nd one Ritchie shoes 3rd two Arrow shirts.

11:00 a.m. FAT LADIES RACE, Sponsored by Melrose Tea. 1st \$10., 2nd \$5.

11:20 a.m. LADIES NAIL DRIVING CONTEST, Sponsored by Beaver Lumber Co. 1st prize \$10 2nd prize \$5.00.

11:30 a.m. LADIES SNOW SHOE RACE sponsored by Genser & Sons Ltd. Winnipeg. 1st prize \$5. 2nd prize \$3.00.

11:45 a.m. STREET DANCING, Corner Edwards Ave. & Third Street. Sponsored by Kobar Hardware and Arctic Auto Wrecking, \$8.00.

1:30 p.m. PULPWOOD CUTTING Sponsored by Spruce Products Ltd., 1st prize \$25., 2nd prize \$15., 3rd prize \$10.

2:00 p.m. ESTIMATED RETURN OF WORLD CHAMPIONSHIP DOG RACE Final lap.

2:00 p.m. WOOD SAWING CONTEST Sponsored by CFAR, Flin Flon, 1st prize \$15., 2nd prize \$10.

2:15 p.m. RAT SKINNING CONTEST, Sponsored by Herbert Winston Furs Ltd., Winnipeg, Man., 1st prize \$15., 2nd prize \$10., 3rd prize \$5.

2:30 p.m. TRAP SETTING CONTEST Sponsored by Carroll's Hardware, 1st \$12.50, 2nd \$5., 3rd \$2.50.

2:45 p.m. NORTH POLE CLIMBING CONTEST, Sponsored by Lido Theatre. 1st prize \$10., 2nd prize \$5.

3:00 p.m. WOOD SPLITTING CONTEST Sponsored by Northern Publishing Co. 1st prize \$15. 2nd prize \$10.

3:30 p.m. TEA BOILING CONTEST sponsored by Sam's Grocery, 1st prize \$15., 2nd prize \$10.

4:00 p.m. QUAKER OATS MUSH COOKING CONTEST, Sponsored by Quaker Oat Co. of Canada, 1st prize 60 lbs. Quaker Oats, 2nd prize 20 lbs. Quaker Oats.

4:15 p.m. BANNOCK BAKING CONTEST. Sponsored by Harry Trager, 1st prize \$15., 2nd prize \$10.

4:30 p.m. MOTORTOBoggan RACES Sponsored by H. C. Paul Co. Wpg.

7:00 p.m. SLEIGH RIDE Exhibition Grounds.

7:30 p.m. FESTIVAL HIGHLIGHTS Arena, Adults \$1.00 Children 50 cents

FIDDLE CONTEST, Sponsored by Imperial Oil Co., 1st prize \$25., 2nd prize \$15., 3rd prize \$10.

SENIOR JIGGING CONTEST Sponsored by W. E. Cudmore Agency. 1st prize \$15., 2nd \$10.

JUNIOR JIGGING CONTEST, Sponsored by Jack P. Johnson Agencies. 1st prize \$15., 2nd prize \$10.

FISH EATING CONTEST, Sponsored by The Pas Meat Market. \$10.

MOOSE CALLING CONTEST, Sponsored by Frank Bickle \$10. and \$5.

GOOSE CALLING CONTEST, Sponsored by Northland Drugs Ltd., \$10., \$5.

HEAVIEST COUPLE CONTEST, sponsored by Mederic Porier, Sturgeon Landing, Sask. \$10.

SQUAW WRESTLING CONTEST, sponsored by Arctic Heating Co., 1st prize \$10. 2nd prize \$5.

KING TRAPPER CONTEST, sponsored by Powell Equipment Co. Ltd. \$25. Presentation of Kings Best Candies & Nuts Trophy. **BEST DRESSED TRAPPER.**

Presentation of Dog Racing Awards, Labatt Trophy and cash awards, Hudson's Bay Co. Trophy and cash awards, Emile St. Goddard Trophy and cash. Draw for 1961 cash award of \$2,000. by the 1961 Fur Queen.

10:00 p.m. DANCING Ukrainian Hall Admission \$1.00.

10:00 p.m. DANCING Elks Hall Admission \$1.00.

11:00 p.m. to 3:00 a.m. DANCE AND RENDEZVOUS, Legion Hall. Admission \$2.00. Tickets at Headquarters.

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The Pas 1924.....

A Vision of the Future



By C. R. NEELY, *The Pas, Man.*, 1924

A glance at the map of Canada will show a thin line depicting a railroad extending through Manitoba towards Hudson Bay. At a point north of the 53rd parallel of latitude, where the railroad crosses the Saskatchewan river, will be noticed a town many miles from any other point dignified by a title. This is The Pas, the hub around which revolve the life and activity of a territory over 178,000 square miles in extent, known as Northern Manitoba.

In the history of the Canadian North-West The Pas is first mentioned as the site of a trading post established by the brothers La Verendrye in 1741, and named by them Pascoyac. At a later date it was visited by Samuel Hearne, Alexander Henry, several of the Arctic explorers and the Franklin Relief Expedition. Various names have been given to it from time to time, but in all the Hudson's Bay Company's journals and letter books it is named The Pas and under that name the town was incorporated in 1912.

The old North West Fur Company had a trading post here in 1820. On their amalgamation with the Hudson's Bay Company, the latter took over the post and still trade here on the site of the original fort. In the olden days, when canoe and York boat were the only means of transportation, The Pas was an important place in the route from York Factory to the North West Fur Company's trading posts. The Montreal Fur Company also made it a stopping place in the long journey by canoe from Montreal to the trading posts on the Peace, Mackenzie and other great western rivers.

Since the advent of the railway, merchandise for the trading posts at Cumberland House, Pelican Narrows, Lac - du - Brochet, Pukatawagan, Red Earth, Cedar Lake, Cross Lake, Split Lake and Nelson House goes through The Pas; so do the mails for all the trading posts and the Royal Canadian Mounted Police stations west of Hudson Bay.

The fur traders were the explorers and pathfinders. The earliest explorers

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first the French and later the North West Trading Company of Canada, came by way of the St. Lawrence and the Great Lakes. The Hudson's Bay Company was in existence, but for a long time they limited their operations to the Bay. The North West Company pushed their operations into the interior and began to cut off the trade from the Hudson's Bay Company. The latter, therefore, found it necessary to establish forts or trading posts to protect their trade. One of the first was Cumberland House, established by Samuel H. Hearne, the discoverer and explorer of the Coppermine River. After a time the rival companies found it to their interest to join and the North West Company merged its name and assets with those of the Hudson's Bay Company.

The town is not a collection of shacks and tents, as some might imagine, but contains many fine houses. While in the early days people threw up log cabins and ramshackle buildings, as the wave of civilization advanced, houses were built with a view to permanency and business places of every description sprang up. The Pas approached at night by way of the Saskatchewan river presents a really beautiful sight. The reflection of the electric lights playing on the swiftly running water seems to twinkle a welcome to the wayfarer returning home after months of solitude in the bush. Beyond the town the huge bulk of the lumber mill, brilliantly illuminated, stands out, a striking monument to the enterprise of man.

As a result of agitation initiated in Western Canada some years ago for a grain outlet via the Hudson Bay and the Hudson Straits, construction of the Hudson Bay railway was commenced by the Dominion Government in 1911. The total length of the line from The Pas to Port Nelson is 424 miles. Steel has been laid for 332 miles and for the remaining 92 miles the grade has been constructed. A sum of about \$14,000,000 was spent on this railway during the period of construction and a further \$6,500,000 was laid out in harbour improvements at Port Nelson. When the line is completed to the Bay, vast resources will be opened up and a new era of prosperity, it is hoped, will dawn for Western Canada generally. Besides providing a much shorter haul for Western grain and rendering a saving to the farmer on his grain of some 8c a bushel, this railway will carry a vast foreign trade between the

Western American States and Europe, to which it is a shorter and more direct route.

The Pas is an important fur market in the Dominion and sales held in the town from time to time attract buyers from all parts of the continent. During the fur season the value of the pelts brought to the town via the Hudson Bay Railway averages more than \$30,000 for every trip made by the train to Mile 214, while a large quantity of the pelts are brought in from the various outposts by freight and dog teams in the winter and by canoe and steamboat in the summer.

Northern Manitoba is capable of producing 500 tons of newsprint a day, or approximately 156,000 tons a year. A competent authority, who bases his estimates on observations made during journeys of 20,000 miles through Northern Manitoba, maintains that with careful cutting and brush disposal in order not to choke the young growth the pulpwood supply should last indefinitely, as a well husbanded reserve may be cut every 30 years. In the vast areas where this pulpwood occurs, water power is available for in excess of what would be needed to operate a pulp mill producing 100 tons of pulp a day. The falls and rapids at Grass River and at Grand Rapids on the Saskatchewan, where it empties into Lake Winnipeg, could be harnessed to drive the mills and have a large surplus for other purposes.

King Midas must have been in a generous mood when he stretched his hand over Northern Manitoba and deposited within her boundaries mineral wealth of untold value, which must in the years to come play an all-important part in the economic development of Canada.

The Pas mineral belt extends from Amisk (Beaver) Lake within the Saskatchewan boundary, eastwards through Flin Flon, Schist and Athapapuskow Lakes into the Grass River system of the first Cranberry Lake, and then eastwards along the basin of the Grass River to a point beyond Herb Lake. The belt is approximately 125 miles in length with a variable width up to 25 miles.

The Mandy Mine was discovered the same season as the Flin Flon, a few miles away, and from it was removed

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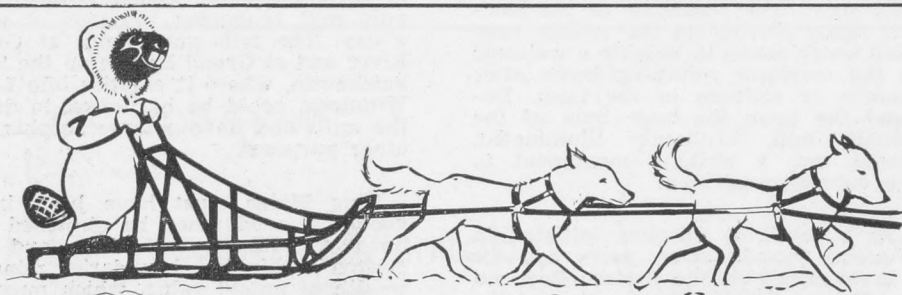
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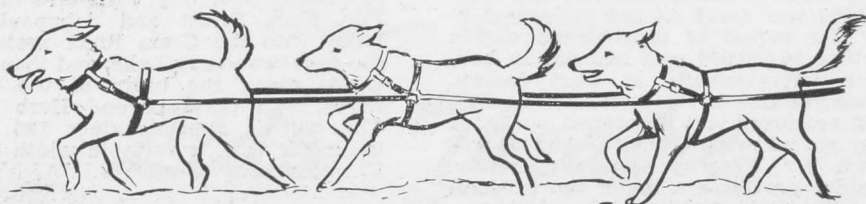
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high-grade copper ore to the value of over \$2,500,000. This ore was transported by horse team in the winter and barge in the summer to The Pas and thence shipped by rail halfway across the continent to the smelter at Trail, B.C.. Only extraordinary rich ore could have stood this handling and still returned the handsome profit which that form the Mandy yielded.

Other mining properties now being developed are the Bingo Gold Mine, the Rex Mines and McCafferty Mine, all located on Herb Lake, and the Webb property at Elbow Lake.

For the sportsman desiring big game hunting, the duck or goose hunter in search of large flocks of birds, the fisherman seeking new waters in which to cast his line, there could be no country more ideal than the district around The Pas.

Probably no factor has been more largely responsible for bringing The Pas before the public eye than the annual Dog Derby staged by its citizens. It attracts lovers of sport from all over the continent, novelists have taken the northern classic as the central theme for their books and press dispatches and stories of the race are in demand by newspapers and periodicals all over the world.

The traveller desirous of seeing The Pas in its winter mantle cannot do better than make the occasion of his visit fit in with the annual dog race. The town is in gala attire for the celebrations, which last over two or three days and include, in addition to the Derby, a number of minor races for white men, Indians and women mushers. Indian sports are also held and the whole proceedings are presided over by a Queen of Carnival and her court of girls of the north.



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They Shall Not Pass



Prepared by Travel and Publicity Branch Province of Manitoba

In the records and journals of the fur traders and explorers, there is ample evidence to support the claim that The Pas was a meeting place of the Indians. There is also proof in artifacts, unearthed in The Pas itself, that a much earlier race lived in the area. The site was on the main migration route of a primitive people who moved from west to east across the continent and residue from their campgrounds has been found in the vicinity.

The Pas, today, no less than in the past, occupies a strategic location. The old meeting place at the crossing of the "kisiskatchewan," which less than a century ago was little more than a minor trading post has now become a major axis of trade and transportation. But whereas the former thrust of commerce was east and west, now it is north and south as well.

By virtue of location, certain benefits have accrued to The Pas. Products from natural resources supplied the basic genera from which the town developed. As more of these are brought into production, trade will grow on a broader base. This is the foundation of a prosperous and well oriented economy — one from which auxilliary enterprises will grow, and from which they will draw sustenance without fear of sharp cyclical fluctuations.

The element of transportation, with-

out which raw materials cannot move to markets, or refining and processing centres, has also exerted an influence upon the development of The Pas. The two-way movement of traffic; raw materials outward, and manufactured goods, produce and supplies inward, is a reciprocal flow, the volume of one being determined by the volume of the other.

In the past, the twin factors of production and distribution combined to mould the economy of The Pas, and at the present there are indications of expansion based on the same factors. To fully assess the potential for future progress, the significance of No. 10 Highway must be taken into account. In the past two years, though partially under construction, the route has accommodated more traffic than in any other two year period. The economic value of No. 10 Highway, will, in the course of time, outstrip the combined traffic of rail and air, though all three will continue to make a distinctive contribution to the development of central and northern Manitoba.

The highway, more than any other single factor, has broken the barrier of distance for commercial vehicles and private cars; for salesmen the tourist and the angler. The Pas is no longer a frontier town. It is no longer a northern town, and in the strict geographic sense, it never was; winter blasts and misinformed publicists to the contrary. Manitoba stretches for 761 miles north

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and south. The Pas is only 107 miles north of the central line of the province, but 334 miles south of the northern limit. This favorable central position permits not only a north-south orientation of trade and distribution, but also encourages an easterly flow in Manitoba and a westerly projection in Saskatchewan. The Pas is much more than the Gateway to the North, it is, more properly, the thriving "Threshold Town" to north, south, east and west.

The speculation surrounding such an observation, while bringing satisfaction to local boosters, also poses problems and obligations. One of the foremost of these is the anomaly of The Pas, itself. Here is a thriving town, busy and industrious, with modern facilities and amenities. But The Pas still wears the mantle of the frontier; still exudes the warm hospitality of the trapper, prospector and fur trader. This is an asset that should be preserved. This is an asset that should be used as a dollar earner before it is too late. For a few days once a year the Trappers' Festival uses this unusual asset to draw business to the town.

Many towns are just towns. The format of one is the same as the other. Each is merely a colorless miniature of a city, as non-descript as itself. The Pas is different! Nonetheless, with the passing of the years, a unique character may become absorbed in conformity. Then, unhappily, the difference is lost; the asset is dissipated.

The Pas, by reason of its rich his-

torical background, and by virtue of certain characteristics still evident, has an opportunity to capitalize on income-producing factors that many other places would dearly love to have. The reconstruction of Fort Henry at Kingston, Ontario, was worth \$3 million to the merchants of that city this summer. Nearer to home the dollar value of unique attractions has been recognized by two town and villages in widely separated parts of this province. They are now engaged in the preliminary moves leading to the reconstruction of two fur trading posts, and the establishment of a Salt Castle and Antique Automobile Museum. There is no doubt that all these projects will come to fruition, and when they are, the flow of tourists and visitors will greatly increase.

Unfortunately, space does not permit a fuller elaboration of this theme. In The Pas, the point that should be recognized is, that more and more traffic will flow north and south over No. 10 Highway. This traffic will pass through The Pas like water through a sieve, unless there is something in the town to stop it. The highway, itself, will not necessarily or inevitably bring more revenue to The Pas than is now derived from tourists and visitors.

"They shall not pass" is the challenge which now confronts every businessman and retail merchant in The Pas. You can't get business from tourists and visitors unless you can stop them. A project or projects designed to do this should receive maximum support.

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THE SQUAW RASSLIN' SONG



Oh, Henry the Trapper from North of Le Pas,
He came in to town for to rattle a squaw.
The one that he met, so mean and so raw,
Was Indian Mary, the belle of Le Pas.

Oh, she's rough and she's ready, a barrel of fun,
She's husky, she's heavy, she weighs half a ton.
She takes on all comers; she's the pride of Le Pas,
That Indian Mary, the muscular squaw.

Poor Henry the Trapper, he seems mighty bold,
If he tangles with Mary he'll never get old.
He'll think that he's rassling a roaring buzz-saw,
Stead of Indian Mary, the belle of Le Pas.

Said Henry the Trapper, "I'm calling her bluff;
In all of the Northland I'm known to be tough,
Just give me five minutes; I'll lay down the law,
To Indian Mary, that overgrown squaw."

Oh, she rolled him, she threw him, she laid him out flat,
And then for an encore she chewed up his hat.
Now there's a crack in his skull, and two in his jaw,
From Indian Mary, the belle of Le Pas.

So all you brave men, please take my advice,
Before taking on Mary, you better think twice.
For no man is a match for that muscular squaw,
That Indian Mary, the pride of Le Pas.

by Hal Parks

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The Sees of a Tourist.....

by ROY VICKERY

Too many people look upon the tourist or visitor to our town or area as one that has come to rob the area of its natural resources and to leave behind a general state of spoil; paying little or no attention to our Game and Fish laws; using our area for his pleasure and leaving nothing in return.

As a tourist lodge operator, in constant contact with the tourist I find that this is not the case but rather the opposite and that he sees the abundance of our Carrot River Farm lands and the potential of these lands with such a ready market in the New Northern Manitoba; he sees the obstacles that have been overcome in bringing a first class trunk highway (No. 10) into the North and the beautiful country through which it passes, with an abundance of fish in the adjoining streams and lakes; he sees deer, moose and caribou from his car; he sees ducks nesting in the roadside marshes and knows that farther back in the marshes the coveted Canada Goose is also raising her young; he sees the Cree Indians who for the most part still live off the land; he sees mile after mile of uncut timber; he sees Grouse and Partridge along the highway; he sees in the town of The Pas a modern town, geographical centre of the North, home of the Trappers' Festival, hub of the tourist industry, a town that supplies the fur trader, trapper, prospector, logger, fisherman and miner, not only the articles of trade, the food he eats, the clothes he wears but his contact with world news, society and civilization, he sees and brushes elbows with a bombardier driver, cat

skinner, riverboat captain, dog musher, bush pilot and a man that has just come to town by canoe from 50 or 100 miles away; he sees a town that is proud of the part it has played in Western Canadian history; he sees in all this, an area that he would like to bring his family too that they might enjoy beautiful Clearwater (Atikameg) Lake, one of the three blue lakes in the world, with its natural sandy bathing beaches, unexcelled lake trout and northern fishing, where picnic grounds and public parks have been provided and where three modern lodges are capable of taking care of his wants for food, lodging information and to cater to his hunting or fishing desires; he sees also that this is the land where his wife and family would enjoy his hunting and fishing expeditions (no hardships here); he sees that this is the place to have his camera, fishing rod and firearms; he sees that with no limit on photography and scenery, a sane limit on fish, a reasonable limit on game birds and big game, modern accommodations, and no limit on hospitality and friendliness that this is the place he has been looking for to spend his vacation.

My hope is that the tourist sees a friendly person who realizes that the tourist may be a long way from home and offers a kind word, some personalized information about the area, shows an interest in the travellers welfare and makes him feel welcome.

A further hope is that the local resident sees that this tourist is a part of an industry of our everyday economy; and sees to it that the tourist has something to bring him back to Northern Manitoba; Surely a Land of Plenty.

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SWAN RIVER

The town of Swan River lies 320 miles north west of Winnipeg at the junction of Provincial Trunk Highways 10 and 83. It has often been referred to as "the gateway to the North."

The history of this town began in 1878 when the area was first surveyed for the transcontinental railway. However, a southern route was decided upon and for 20 years Swan River was only a name.

In 1898 settlers started to trek over the mountains from Dauphin to settle in the Swan River valley. By 1900 a settlement of about 65 buildings had emerged and in 1908 Swan River was incorporated as a town. Since that time Swan River has made notable strides which is evidenced in population and building statistics. In 1911 the population stood at 574. In 1960 it had passed the 3300 mark and in the same year over one million dollars of buildings were erected in Swan River.

Swan River is primarily a trading centre for the 10 thousand residents of the Swan River Valley area. Its economy depends largely upon the agricultural and forest industries, with some light industry such as the Swan River Plywood Factory, Swan River Brick, Manitoba Dairy and Poultry Co-op Ltd., Crescent Creamery, Johnson's Killing Plant and the Swan River Cold Storage. There is also a large limestone deposit in the valley north of Swan River which has been developed by the Saskatchewan Cement Co. Ltd.

The valley is one of the most scenic areas in the Province with excellent fishing and hunting grounds. The numerous lakes and rivers in the valley are readily accessible and are truly a fisherman's paradise. In the deep pools

and fast waters one finds a plentiful supply of rainbow and speckled trout, rare goldeyes, pike, pickerel and perch to name but a few.

Swan River also provides excellent accommodation to the tourist and traveller. It has three ultra modern motels, two tourist cabin courts, a trailer park and two hotels.

The main sport engaged in during the winter season by the residents of Swan River is curling, and the town proudly displays its eight sheets of artificial curling ice.

One of the main attractions during the summer sponsored by the town folk, is the Swan River Rodeo (held first week in July). It is a three day affair featuring chuck wagon races, horse races, bronc riding, bull dogging, wild steer riding, chariot races, livestock shows, as well as a large midway. Thousands of dollars are given away in prizes each year.



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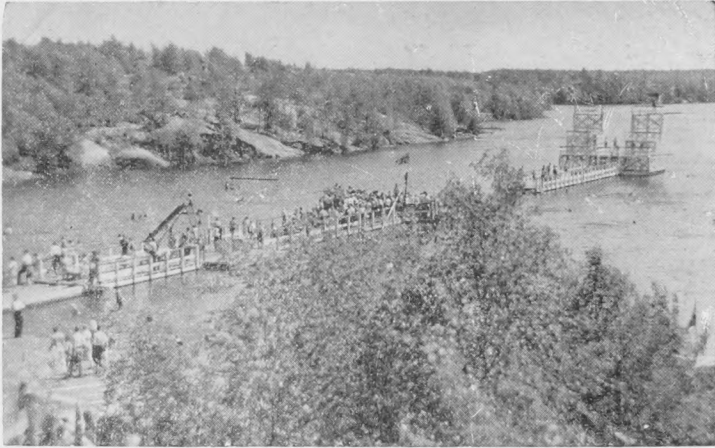
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About Flin Flon



The original "Flin Flon" was simply a prospector's claim. Today it is a thriving community of over 14,000 and boasts one of the highest per capita incomes of any place in Canada.

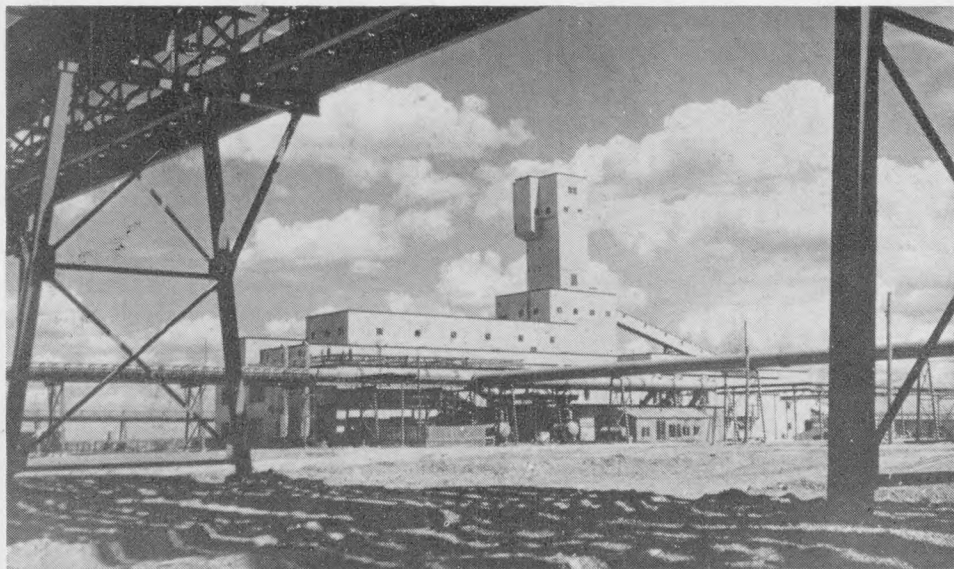
Nudging the Manitoba-Saskatchewan border some 390 air miles northwest of Winnipeg, Flin Flon has all the advantages of much larger centres with its 9 Public Schools and 1 High School . . . 2 Daily Newspapers . . . 10 Service Stations . . . 2 Hotels . . . 175 business firms . . . 1000 Watt Radio Station . . . 2 Modern Hospitals . . . and unsurpassed sport and recreational facilities.

Fishing in the Flin Flon district is simply "terrific." Here lakes go to depths of 300 feet — and that's where the big ones lie. Here, too, 10 pound pickerel and 25 to 35 pound lake trout are far from uncommon as you'll discover the first time you cast a line in these northern waters. So be prepared for the fishing thrill of a lifetime when you come to Northern Manitoba!

Flin Flon's chief industry is mining. Over \$780 millions worth of metals have been produced, with forest products and the tourist trade acting as secondary industries.

The city is served by a first class, all weather highway (No. 10 North . . . TransAir and Parson's Airways . . . The Canadian National Railways and a twice daily bus service. Close by to Flin Flon is the Phantom Lake resort area, a haven for those in search of vacation fun. Of special interest to golfers is Phantom's nine hole course. Built through muskeg and around rocky ridges, you'll have to go far before finding a more challenging course.. Fox darting from the bushes after chicken, and running off with golf balls are part of the hazards. A word of caution about lakes in the Flin Flon area. They are big, and under certain conditions they can be rough. Exercise the necessary precaution and return home safe to tell exciting stories about your fabulous holiday . . . in Flin Flon.

THOMPSON



One hundred and eighty miles to the north and east of The Pas lies the new model town of Thompson, Manitoba.

Men and materials have been funnelled through the facilities and services of The Pas for over three years to assist in this huge development. During that time a large modern nickel producing plant has been erected and is almost ready to start producing.

Part of the wilderness of northern Manitoba has been transformed into an

area that offers all of the conveniences usually found in the better section of built up urban centres.

Roads, schools, water and sewer mains, stores, hotel, theatre and other buildings and services together with residential dwellings and apartment blocks continue to startle those visiting the area where a few short months ago black spruce and swamp land reigned supreme.

A highway is under construction and

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with it's completion in the near future the people of Thompson will enjoy closer relations with the other communities of both Northern and Southern Manitoba. The C.N.R. now serves Thompson with a thirty mile spur line from Thompson to Sipiwesk where it joins The Pas - Churchill line. An air strip is nearing completion and is expected to serve the public early in 1961.

Young families from the southern part of the Province as well as from other parts of Canada are becoming established and are creating a community that offers all the traits of hos-

pitality that this northern area has long been famous for.

Boating, camping, fishing and hunting together with winter sports, church activities, study groups and the thrill of being part of an exciting development keep the people of Thompson occupied.

May we of this new community extend our best wishes to the people of The Pas and express our hopes that the Trappers' Festival of 1961 will be a great success.

CONGRATULATIONS Northern Manitoba Trappers' Festival

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When The Ice-Worm's Nest Again

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Words and Music by
MONA SYMINGTON
MARION WILLIAMSON
JOYCE KOLGAN

Brightly

1 There's a husk - y duk - y maid - en in the arc - tic,
2 Oh, the wed - din' feast will be seal oil and blub - ber,
3 And when all the blink - in' ice - bergs bound a - round us,

In her ig - loo she's wait - in' there in vain,
In our kay - ake we'll roam the bound - less main,
She'll pre - sent me with a bounc - in' ba - by boy,

Oh, I guess I'll put my muk - juks on and ask her,
How 'the wal - rus - es will turn their necks to rub - ber,
All the pol - ar bears will dance a rum - ba round us,

If she'll wed me WHEN THE ICE-WORMS NEST A - GAIN,
We'll be hap - py WHEN THE ICE-WORMS NEST A - GAIN,
And the wal - rus - es will click their teeth with joy.

Chorus
In 'e land of the pale blue snow, Where it's nine - ty - nine below, And the
pol - ar bears are roam - in' o'er the plain. In the shad - ow of the
pole I will clasp her to my soul, We'll be hap - py WHEN THE
ICE-WORMS NEST A - GAIN.

2 Oh, the GAIN.
3 And when's

12. Fine
DS al Fine
12. Fine

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